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Historical Sketch

OF

POTTSVILLE,

Schuylkill County, Pa.,

BY

GEORGE CHAMBERS, Esq.

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READ AT UNION HALL, POTTSVILLE, JULY 4th, 1876.

—
POTTSVILLE, PA.:
STANDARD PUBLISHING COMPANY PRINT,
1876.

Historical Sketch

of the

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CORRESPONDENCE.

The following correspondence discloses the circumstances under which this sketch was prepared:

POTTSVILLE, June 26th, 1876.

GEORGE CHAMBERS, Esq.—*Dear Sir:*—Inasmuch as the President of the United States, and the Governor of Pennsylvania, have requested the citizens of each County to celebrate the Centennial of American Independence, on July 4th, next, by assembling in their respective towns and having read a historical sketch of the same, prepared by some competent person; therefore, the undersigned, your fellow-citizens, would respectfully ask you to prepare and read, at a place hereafter to be designated, such a sketch of this borough as will accord with the recommendations of the President of the United States and the Governor of this Commonwealth.

Very respectfully,

P. W. Sheaffer,	John T. Werner, Jr.
Chas. H. Woltjen,	J. G. Lowrey,
W. S. Sheaffer,	James W. Nagle,
B. N. Hyde,	Charles T. Bowen,
Joseph S. Harris,	W. R. Cole,
Henry Pleasants,	John Shippen,
Frank Carter,	G. H. Snyder,
C. H. Tyson,	W. H. Lineaweaver,
C. H. Hazzard,	L. F. Whitney,
L. F. Whitney, Jr.	Jacob Belville,
D. W. Bland,	H. C. Sheaffer.

POTTSVILLE, June 27th, 1876.

GENTLEMEN:—I have just received your communication in which you ask me to prepare and read on July Fourth, next, at a place hereafter to be designated, such a sketch of the borough of Pottsville as will accord with the recommendations of the President of the United States and the Governor of this Commonwealth. I am sensible of the responsibility involved in the undertaking proposed, but I also appreciate the honor you have conferred upon me, and I conclude to reply that while I regret that so short a time remains for the preparation of a historical sketch such as you describe, I shall comply with your request to the best of my ability.

Very respectfully,

GEORGE CHAMBERS.

To P. W. Sheaffer, Charles H. Woltjen and
L. F. Whitney, Esqs., Rev. Jacob
Belville, P. D., and others.

The following notice was afterwards published:

HISTORY OF THE BOROUGH OF POTTSVILLE.
To the citizens of the Borough of Pottsville:

Complying with the request of the undersigned, George Chambers, Esq., will read a history of the borough of Pottsville and vicinity, such as has been advised by the President of the United States of America, and the Governor of the Commonwealth of Pennsylvania, at Union Hall, at 10:30 A. M., July 4th, 1876. All are requested to attend.

POTTSVILLE, July 3d, 1876.

Signed by

P. W. Sheaffer,	Charles Baber,
John Shippen,	J. H. Reed,
A. Prior,	W. R. Cole,
Chas. H. Woltjen,	J. A. M. Passmore,
Simon Derr,	J. K. Sigfried,
C. M. Atkins,	Geo. W. Kennedy,
Robt. C. Green,	T. Garretson,
Wm. E. Boyer,	J. C. Harper,
	And others.

In pursuance of the notice a meeting was held at the time and place appointed, and on motion of Hon. Thomas H. Walker, Hon. Edward Owen Parry was elected President of the meeting, with Charles W. Clemens, Jeremiah Reed, Isaac Beck, and Joseph Bowen, Vice Presidents, and John P. Hobart and John M. Crosland, Secretaries.

The Historical Sketch was then read, and at the close of the reading, on motion of P. W. Sheaffer, Esq., seconded by Hon. Lin Bartholomew, it was unanimously resolved that the thanks of this meeting be tendered to George Chambers, Esq., for his able and interesting address, and that a copy be requested for publication.

HISTORICAL SKETCH.

The geological history of the ground embraced within the limits of the borough of Pottsville, would fill a large volume which only a geologist could write. To tell of the various theories that scientists have evolved to explain the processes by which was formed the anthracite coal composing the foundation of our Mountain City, and upon which her prosperity has been based, might appal the swiftest penman possessed of an ample leisure. And, therefore, when one week before the day on which our nation's first existence is to be celebrated in our Centennial year, I am honored by a request to prepare for reading, upon that day, a historical sketch of Pottsville, I well may shrink from the undertaking.

But I know that it is not geology of which I am called upon to speak, for there are geologists among us who could treat of the subject intelligently. Then I remember that the history of Pottsville as a town embraces but a few short years, that upon the pages which tell of the *province* of Pennsylvania, and of the wars which succeeded when Pennsylvania had taken her place among the thirteen sister states, of the battles in which revolutionary heroes fought, and in which the men of 1812 engaged, we find no allusions to Pottsville. When on Pennsylvania's soil Washington led his Virginia heroes in the defeat where Braddock fell, and long years afterwards when at Boston, Pennsylvanians should shoulder to shoulder with the men who came "from the right bank of the Potomac," the county of Schuylkill was not yet upon the map. When afterwards at Lundy's Lane, Scott fought the Briton so well, and when the gallant Perry on Erie's waters shed new lustre upon the American Navy, the site on which these compact rows of buildings rest, was occupied only by a few scattered houses, and the Indian war-whoop had scarcely died away from the hills through which the Upper Schuylkill flowed. Then why should any man desire much time in which to write the story of a town so young, even in the his-

tory of so young a nation? But again the tocsin of war is sounded, and Scott once more advances to the battle, this time upon the fields of Mexico, and among the first of Pennsylvania's troops come a company who call Pottsville their home—and Pottsville now is a thriving borough with a rapidly increasing population and a large coal trade. Yet a few pages would still cover its history and tell of the business which has built it up. Once more war's alarm is heard—the Government is shaken to its foundation, and now General Scott is called upon to save the Capital. Will the men of the North arise? Will they come to protect the nation? Yes, they spring forward to the fray and the veteran chieftain knows that thousands are rushing to his aid. The flower of the country are speeding to the front—but the first to meet his sight, the *First Defenders* appear, and two of the five companies are from *Pottsville*! Should any ask what town is this whose men have passed all others in the race, he would learn of a people who have already made history enough to fill a folio, and the story of whose energetic career would be the story of the anthracite coal trade.

Since that day more than fifteen years have passed and new chapters have been added to the fast growing legend. Then how much of this wonderful history must be omitted from a hurried sketch like that which may now be written!

When the Nineteenth Century dawned upon the wilderness which covered the treasures of coal hid in the hills of Schuylkill county but a single dwelling had been reared by the hands of the white man upon the ground now embraced within the limits of Pottsville. At least such is the statement which the earliest traditions have given. This lonely home stood down in the valley very near the point now occupied by the residence of Mr. George Lauer. The rude log walls were scarcely of sufficient strength to shelter its occupants from the winter storm and formed no protection

from the attack of the more merciless Indian foe. The savage warriors rushed upon their victims and as the Neiman family sank down in death, the wooded hills around the tenantless house were surrendered to the wild animals who had before possessed them. We are told that the murder of the Neiman family occurred after the revolutionary war, but there seems to be no further reliable information as to the date of the crime.

At length in the year 1800 the white man made another effort to possess this rocky territory, and we learn that the prize which lured him, was the same metal that has since given employment to so many men around us. Isaac Thomas, Lewis Morris and Lewis Reese had concluded to build a furnace and a forge here, and among the workmen whom they sent in advance to dig the race and make a dam, was John Reed, who brought his wife with him, and who built as a home a small log house two stories high. This primitive dwelling stood about fifty yards east of the place where the present residence of Mr. George Lauer has been erected, on what is now Mauch Chunk street. The ground at present occupied by Mauch Chunk street, was then a rough road leading to the mouth of Mill Creek. In that house Jeremiah Reed was born, December 19th, 1800. As far as tradition states, he was the first child born within the district, which has since formed the borough of Pottsville. His parents both had been born not more than five miles south of this place, and had passed their lives as residents of their native county. Thus the younger Reed had ample opportunity to learn from his relatives the early history of the neighborhood. To his patient recital the writer of this sketch is indebted for many valuable facts relative to that history.

Perhaps it is best to say at this point that a number of other citizens of Pottsville, have kindly furnished information in relation to the subject of this paper.

Reese & Thomas built a very small charcoal furnace, prior to 1804, on the island and near where Atkins Bros'. furnaces have since been located. In 1804, John Pott, Sr., bought from Lewis Reese, Isaac Thomas and Sarah Morris the ground on which the settlement had been made; the whole purchase, including a large number

of acres forming the Physic tract, the Mayfield tract, the Moorfield tract and the Zoll tract. The Physic tract was that on which the settlement had been made. In 1806 John Pott Sr. sent up to this place his son John Pott Jr., and Daniel Focht (the father of Hon. James Focht of Pottsville) to superintend the property and to direct the building of a furnace and a forge and some dwelling houses.

When John Pott, Sr., bought this land, the only houses upon the ground now comprised within the limits of Pottsville were the Reed house before described, the Cook house near where John L. Pott's Orchard Iron Works now stand; the Alspach house, which was a log dwelling at the place where Charles Baber's residence is located; a house called the Swoyer house, which stood back in the woods on the ground now occupied by Mr. Asbury Mortimer's livery stable on Union street opposite the depot; the old Neiman house in which the Neiman family had been murdered; a house occupied by a family by the name of Shutt, which was located on what is now called Lawton's Hill, and between fifty and one hundred yards west of the point where the residence of Hon. F. W. Hughes has been built; and the Nathan Taylor house near where the Philadelphia & Reading freight depot in Pottsville now stands.

In the year 1807, John Pott, Sr., through his managers John Pott, Jr., & Daniel Focht erected the old Greenwood Furnace and Forge. The furnace stood a little west of where Charles Baber's residence now is located, on what has since become Mauch Chunk street, and the forge was near the furnace. That furnace was run by the Pott family until about 1828, when the last blast was made by Benjamin Pott, a son of John Pott, Sr.

In 1810 John Pott, Sr., removed to this land with his family, one of whom was Abraham Pott his son who had been born in 1799 at Oley Forge about eight miles southeast of Reading in Berks county. Abraham Pott was therefore about eleven years of age when he first came to this region, and the many years he has lived here have made him familiar with its history. He was one of the most energetic and enterprising of the early pioneers of the coal trade of Schuylkill county, and a number of new devices and

appliances were introduced here by him. Mr. Abraham Pott is still living, now a resident of Port Carbon, and to him I am indebted for much valuable information relative to the subject of this sketch.

When John Pott, Sr., arrived here with his family in 1810 he took possession of the Alspach House, (before described), as his residence and it became the "Mansion House" of the Pott family. He had it weatherboarded and it was afterwards painted red. In that house was born Hannah Pott who was the granddaughter of John Pott, Sr., and daughter of Benjamin Pott and now Mrs. Lawrence F. Whitney, of Pottsville, who was the first female child born within the limits of what is now Pottsville.

The same year in which he removed to the new settlement, John Pott, Sr., built the stone grist mill, now occupied by Stein & Trough, and he carried on the business at it together with his furnace and forge. During the years 1815 and 1816, he erected a stone mansion for his own use, and in which he resided, on what is now the site of the brick dwelling house on Mauch Chunk street, occupied by Mr. Thomas Shollenberger; and Mr. Abraham Pott thinks part of the old stone foundation still remains. He also in 1816 built a barn opposite the place where Lauer's Brewery now stands.

In the same year 1816 he laid out the town of Pottsville in lots. Henry Donell was the surveyor who made the survey and plot. The survey was commenced at the corner of Centre street and Church Alley, and there the first stake was driven into the ground. From that point a line was run to the northeast corner of the square on which the Female Grammar School has since been located. The first plot embraced all the ground from Second street on the west to Railroad street on the east, and from Union street on the south to Laurel alley on the west side of Centre, and to High street on the east side of Centre, and also west of Second street from Norwegian street on the north to Union street on the south, and extending to Fifth street on the west. The names of the streets given in this description are the present names now known to the community. At the time he laid out the town, Mr. Pott gave to the people of Pottsville

the ground of the square included between Centre street on the east and Second street on the west, and the two alleys now called High street and Laurel alley—for a burial ground and for a building for a school and for religious services to be held by any regularly ordained minister of any denomination.

The Thomas Swoyer house before described was the only one within the plot, and was therefore the first house within the limits of what was then the town of Pottsville. Mr. John Pott, Sr., subsequently extended the boundaries of the town by adding more ground to it, and afterwards other persons who had made real estate purchases adjoining, laid out additions, which have given local names to different portions of the borough. Among them may be mentioned Morris' Addition, laid out by Israel W. Morris through his son Henry Morris and Greenwood Addition laid out by Brook Buckley who had bought the ground from Benjamin Pott a son of John Pott Sr.

The family of John Pott, Sr., consisted of his wife Maria and nine children—John, Magdalena, Benjamin, James, Abraham, Mary, Catherine, William and Jacob—the only survivors to-day are Abraham Pott and Catherine now Mrs. Whitney.

In earlier days the old Sunbury road from Reading to Sunbury had been made at Pottsville to wind around upon the hill near where the iron monument has since been erected in honor of Henry Clay. From there its course was westwardly to the locations of the York Farm, Bull's Head and Minersville. What is now a considerable portion of Centre street was then a hemlock swamp, thickly covered with a laurel undergrowth; and a road for wagons could not be made through it until the turnpike company succeeded in establishing theirs.

The turnpike road was considered a very formidable undertaking and it was the opinion of many persons that the task which then seemed herculean was beyond the possibility of completion. During the years from 1807 to 1812 a great amount of work on the new road was done, in this neighborhood and we may say that the turnpike had been opened through in 1809. But it was in a very imperfect state. Many places where stones were needed were still covered only with the original ground and

not until 1816 or 1817 was the part of Centre street, from Mahantongo street to where the Female Grammar School now stands, regularly covered with stones. Prior to that time stones had been placed on it only at some of the worst places. Those of our citizens of 1876 who are inclined to find fault with the exceptionally large quantity of mud by which the streets of Pottsville are distinguished from the streets of most other large towns, may comfort themselves with the knowledge that as late as 1830 a communication, signed "several ladies," was printed in the *Miners' Journal*, asking for plank side walks and complaining that the mud on the streets was so deep that the ladies had been for several months unable to attend church.

In 1818 George Dengler erected a frame hotel two stories in height which was long known as the White Horse Hotel. It was then considered a large building and it now forms part of the Merchants' Hotel at the corner of Mahantongo and Centre streets. Before the completion of Dengler's hotel however there had been erected within the limits of the town plot as it then was, an oil mill built by John Pott, Jr., on the corner of Norwegian and Railroad streets where the STANDARD printing establishment now is—a log house built by William Cassley on the present site of the Old Journal Building southeast corner of Church Alley and Centre street—a log house built by Joseph Bleckley, on the west side of Centre street between Church Alley and Mahantongo street, and about where the present residence of the Misses Silliman is located—a log house built by John Pott, Sr., on the lot now occupied by the Episcopal Church, at the southwest corner of Church Alley and Centre street—Henry Donell's house on Centre street where the Pennsylvania Hall now is, on the lot which was the first lot sold after the original town plot had been laid out. The Donell house was the first house erected within the town plot after the plot had been made. Perhaps a house near the present site of the old Town Hall had also been built prior to Dengler's Hotel—but these were certainly all the houses within the plot when that hotel was built, and it is even in dispute whether the William Cassley house had yet been erected. Henry Donell kept store in his house where the Pennsylvania Hall now is, and that store

was the first store established in Pottsville except that the Pott family had kept a stock of goods for their workmen. The store in the Donell property was afterwards continued by John Pott, Jr., and Thomas Silliman.

Between the years 1818 and 1829 the town of Pottsville increased gradually but without remarkable rapidity. During this time there had been erected some substantial houses, including the stone house on the west side of Centre street, opposite the site of Charles M. Atkins' present residence, and now occupied by Mrs. John Strauch, which was built by Benjamin Pott; the frame building for the Old York Store, north-east corner of Mauch Chunk and Centre streets, where the Atkins residence now is; (this store was also burned and rebuilt as a larger structure between those years;) a brick house on the east side of Centre street, above Union street, on the ground now occupied by the Government National Bank, and which was the first brick house erected in this borough; and a large frame dwelling house on Norwegian street, below Fourth street, where the residence of B. W. Cummings, Esq., now is situated; a double stone structure forming two houses on the south-east corner of Norwegian and Centre streets; a double stone house on the north-east corner of Mahantongo and Centre streets; the old double stone house built by David Phillips, on the west side of Centre street above Market street; two stone houses, near each other, on the east side of Centre street, between Norwegian and Mahantongo streets, one of which was occupied for a time by the Miners' Bank until the present banking house was erected; the frame Buckwalter tavern now part of the Northwestern Hotel, on Centre street; the present residence of Hon. Jacob Kline, built by him on the west side of Centre street below Union street, being the third house from Union street; the second house below the last named, now owned by Hon. O. P. Bechtel, and which was built by Daniel Lindenmuth; the Charles Storer house, next below the Lindenmuth house, now owned and occupied by Peter Fallon.

Between 1821 and 1824 a number of log houses had been built in different parts of the town—one of them stood at the corner of Second and Mahantongo streets, on the

ground on which Samuel Sillyman, the enterprising coal operator and the man to whose efforts Pottsville owes the Henry Clay monument, afterwards erected the large dwelling now occupied by Robert Weaver.

In 1825 the Schuylkill Canal had been opened to Mount Carbon. It is worthy of note that that internal improvement had been projected, not for the purpose of carrying coal, but with a hope of profit from the transportation of lumber from this region, and farm products lower down the river and of merchandise from Philadelphia in return.

The Mortimer House, at one time called the Mt. Carbon House, was built by Jacob Seitzinger, (finished in 1826) as a hotel. It was the same size as when pulled down except the southern side room and part of the back building, and that it was at first only two stories high. This hotel was first kept by Col. George Shoemaker, who afterwards kept the Pennsylvania Hall, and who was the same man who had previously made successful endeavors to introduce anthracite coal as a fuel for practical use. The Moyer Hotel was built and kept by Daniel Moyer, before 1826, on the south-west corner of Market and Centre streets.

Prior to 1827, John White, afterwards well known as President of the Delaware Coal Company, and President of the Mount Carbon Railroad Company, had erected at Mount Carbon the row of stone houses which the Mansion House now adjoins, and also the Kleinert house on the corner opposite, and the store-house between it and the river—and a few smaller houses had appeared in the same locality.

In that year an earnest dispute arose between the inhabitants of Mount Carbon and the inhabitants of Pottsville. The cause of the difference was that the Pottsville people desired to have their town incorporated under the name of Pottsville, but their Mount Carbon neighbors desired to be included in the new borough, and also that it should be styled Mount Carbon instead of Pottsville. Considerable feeling was caused by the disagreement, but finally on the 19th of February, 1828, the borough of Pottsville was erected, and the residents of Mount Carbon had the consolation afforded by the knowledge that at a future

day they could form an independent corporation.

In 1829 the great fever of speculation in Schuylkill county began to rage, and men flocked in hundreds to Pottsville.

The *Miners' Journal* of May 2, 1829, said: "Pottsville—Great preparations are making in this place for the purpose of putting up a large number of buildings during the present season. The ten buildings situated on Coal street, and ten situated on Mahantongo street, and styled "Clinton Row" which was put up by Mr. Jacob Alter, an enterprising citizen of Philadelphia, will be ready for the reception of families in the course of the present month. We are pleased to state that a number of substantial brick buildings will be erected. This is as it should be, as they will greatly add to the beauty and appearance of the town.

"Rents here are very high, a two story building on the main street will command a rent of between \$200 and \$300 per annum. Capitalists could not lay out their money to better advantage than by purchasing lots and building upon them, as at the rate of rents above stated, they would realize an interest of from 12 to 15 per cent on the capital stock invested, without taking into consideration the increase in value the property undoubtedly would undergo."

The hotels were filled with guests, and many new comers were compelled to sleep at night on such a favored location on the floor as the host could offer. A new impetus to house building was the consequence and before the end of the year 1830 a large number of new buildings had been erected; more than in any three years since that time. Among them were the present banking house of the Miners' Bank, on Centre street; a row of ten frame houses on Coal street, below Callowhill street; the ten frame houses called Clinton Row, on the north side of Mahantongo street between Centre and Second streets; (these two rows having been commenced in 1828 and built by Mr. Jacob Alter of Philadelphia;) Pleasant Row, on the north side of Mahantongo street between Sixth and Seventh streets; two stone houses, still standing, on south side of Mahantongo street below Sixth street, adjoining the present residence of Charles W. Barker; the row of stone houses on the north side of Mahan-

tong above Twelfth or Wood street, known as the hospital; the following named six houses, on the north side of Mahantongo street, built by John C. Offerman, the house now owned and occupied by John Shippen, the residence of Mrs. James Beatty and the residence of Mrs. James Carpenter, these three dwellings being adjoining each other and below Third street; and the three stone dwellings above Third street, and adjoining each other, now occupied respectively by Miss E. Fister, John Ruch and A. K. Whitner; also the three-story brick dwelling house on the east side of Centre street, and below Mahantongo, now known as the Loeser house, and which was also erected by John C. Offerman. The last named house was in after years temporarily deserted because it seemed to be sinking into the coal mine which Mr. Samuel Lewis had extended under it. That mine was opened by Mr. Lewis in 1835 or 1836, and its subterranean passages reached from the foot of Greenwood hill nearly to the corner of Fifth and Norwegian streets.

Before the end of the year 1830, were also to be seen the Pennsylvania Hall, at the corner of Church Alley and Centre street, erected by Col. George Shoemaker; a two-story brick building on the south side of Mahantongo street, between Eighth and Ninth streets, and then considered the handsomest residence in the place, which was erected by Burd Patterson, whose active brain and energetic efforts assisted so signally in the development of the resources of Schuylkill county. In 1830 there had also been completed the Exchange Hotel on Centre street, built by Jacob Seitzinger; the three-story brick dwelling on the south side of Market street between Third and Fourth streets, now occupied by Benjamin Haywood, and which was erected by Francis B. Nichols, the enterprising pioneer and coal operator by whom the town of St. Clair was founded; also the brick houses on the north side of Market Square, from the corner of Fifth street down to the house now occupied by James I. Pitman. The railroad running down Market street from the Black Mine colliery, and which was built by the owners of the York Farm tract and leading down Market street to Railroad street, and leased with the land by Geo. H. Potts, was not in existence until 1836. The railroad from the

Potts & Bannan colliery, on Guinea Hill, intersected the Market street railroad at the corner of Second street.

The brewery of D. G. Yuengling was put into operation in 1830, at the place on Mahantongo street, below Fifth, where his present large brewery is located. The frame brewery of Andrew Y. Moore, called the Orchard Brewery (afterwards burned) on the site now occupied by the brewery of George Lauer, on Mauch Chunk street, was built in 1830. Four large stone dwelling houses were erected in the Orchard during the same year, being those now occupied by John L. Pott, John P. Hobart, Wm. Baber and E. F. C. Davis.

Israel Morris, through his son Henry Morris, had built two rather large double stone dwellings on the west side of Centre street, in Morris' Addition; one of them on the north-west corner of Centre and Market streets, now occupied by Miss Emma Pott, and the other about the middle of the next square below, and now in the occupancy of Geo. Heffner.

Nearly all of Centre street, in Morris' Addition, had been built up as fully as it is now, but many of the houses have been torn down and replaced or modernized. The house now occupied by Jeremiah Reed, Esq., was built by him in 1830 and he has resided in it ever since with the exception of five years. William Carter, built in 1830 the house occupied by him, but his three brick houses were erected by him long afterwards. At this time, the close of the year 1830, nearly all of both sides of Centre street from where the new *Journal* Building now stands to Minersville street had been built up; but many of the houses were quite inexpensive wooden structures. The first Catholic Church had been erected about 1827. It was a small building and stood on the same site, as the present church edifice, at the southwest corner of Fourth and Mahantongo streets. The Protestant Episcopal Church had been erected in 1829 and 1830 on the lot where the present structure has since been placed at the southwest corner of Church Alley and Centre street. Other churches were subsequently built as the various denominations increased in strength and the records of each doubtless show the date of its commencement, and the changes made in its place of worship.

The old Town Hall which was located on the east side of Centre street, above Callowhill, and which was recently destroyed by fire, was built by a stock company formed by the Odd Fellows, prior to 1836.

The *Miners' Journal* of June 26th, 1830, in an article headed "Borough Census" says * * * * "The great number of young men between 15 and 30 will serve to show the enterprise of that portion of the community who have left friends and families to seek a livelihood in our region—upon the whole the census has resulted pretty much as we expected and when we reflect that six years ago Pottsville contained but five or six houses and that the present town plot was a wilderness, and when joined to these we consider the great interest which has ever been opposed to the progress of Pottsville, the increase is almost unprecedented." * * *

The article then makes the "Grand Total" 2424 residents and further states that there are likewise in the borough about 1350 persons who do not consider themselves as permanent residents making the *whole* number 3774. It may be said in comparison that the present population of Pottsville is about 15,000.

To-day, anthracite coal is the fuel which generates the steam, giving life and motion to hundreds of stationary engines far and near, and to hundreds of the locomotives traversing the many railways of the United States. We gaze upon the machinery which the stationary engine is driving, and we rush along in the comfortable car which the locomotive is whirling around the curves and over the steep grades; and we realize the importance of anthracite to the engine and of the railroad to the people whose country it spans. But we seldom give due thought to the ingenuity and the labor which have been required to originate and develop the improvements of which we enjoy the benefit. To-day in a quiet street in Port Carbon is living a man who is entitled to the high honor of having built the *first* railroad ever made, not only in Schuylkill county, but certainly in the great railroad State of Pennsylvania, and perhaps in the whole United States.

Abraham Pott, now of Port Carbon, but in younger years long a citizen of Pottsville, built in 1826 and 1827 a railroad which was

about half a mile in length and extended from the junction of Mill Creek and the Schuylkill River to a point in Black Valley. Previously to that time all the coal which went to market was hauled in wagons to the canal. This pioneer railway was made with wooden rails, laid on wooden sills, and there were no iron rails on it. It was successfully operated. In 1828 or 1829, the Board of Directors of the Schuylkill Canal came up to look at the new styled road and were much surprised to see a train of 13 cars loaded with $1\frac{1}{2}$ tons of coal each, drawn to the canal by one horse. When the originator of the enterprise predicted to them that in less than ten years they would find that a railroad along the banks of the Schuylkill from Philadelphia to the coal region would be competing with their canal in the transportation of coal, they told him he was *crazy*. And when Joseph Lyons who was Superintendent of the North American Coal Company which had just commenced operations, coincided in the opinion thus expressed by Mr. Pott, and advised them to get a charter to authorize them to build a railroad along the line of their canal—they said he was crazy too. After events disclosed that Mr. Pott was correct in his idea, for in 1835 work had been begun on the Philadelphia & Reading Railroad, and in 1842 the first train from Mt. Carbon had passed over it. Had it not been for the obstacle of the necessity for a tunnel at Port Clinton, it is almost certain that within the ten years limitation given by him, the last named road would have been in operation. In relation to this new comer—this scout sent as it were by the railroads which have taken possession of so great an extent of the land of the state and country—it may be well to add that the first horse railroad of the country has long been supposed on high authority, to have been that commenced in 1826, in Massachusetts, and which led from the Granite Quarries at Quincy, to Neponsit Run three miles, but which was not completed until 1827. The third railroad in the United States, was built January to May, 1827, from Summit Hill to the Lehigh river Mauch Chunk, 9 miles. The Delaware & Hudson Canal Company brought the first locomotive to the United States, in the spring of 1829. But the first one *used* here was built by Foster, Ras-

trick & Company, of Stourbridge, England, for the Delaware & Hudson Canal Company, and it was used first in the summer of 1829.

Mr. Abraham Pott also used cars unloading coal by opening the bottom of the car instead of dumping the car, and also had the wheels of his cars fixed on the axles—and he claims to have been the originator of both these ideas; since so widely adopted.

To the same man belongs the distinguished credit of having been the first to make a *practically successful experiment for the use of anthracite coal as a fuel to generate steam for the steam engine*. He had as early as 1825 built in Black Valley a saw mill driven by the water of a small stream, but he found the power insufficient, and in 1829 he substituted for the water power a steam engine—the first used in Schuylkill county. He applied to a Mr. Morris and to Rush & Muhlenberg, in regard to furnishing it, but he found that Prosper Martin of Philadelphia, offered him the best terms; and by Prosper Martin, assisted by Henry G. Robinson, of Schuylkill Haven, the engine was put in its place ready for work in the fall of the year 1829. That engine was to have been 10 horse power and that was the power developed by it with the steam which its boiler was capable of supplying, but if it had had a sufficiently strong boiler in proportion to the size of the cylinder Mr. Pott thinks it would have been about 60 horse power. The cylinder had previously been used in another engine and was 14 inches in diameter and 4 foot stroke. At the same time the New York & Schuylkill Coal Co. had for sale a steam engine which was lying at the landing below Mt. Carbon, at a place then known as Lewisport and I have found upon examining the *Miners' Journal* of May 2nd, 1829, an advertisement that this New York and Schuylkill Co.'s engine was for sale. It however was a low pressure engine with return flues in boiler, and Mr. Pott did not try it because he desired to accomplish running an engine with anthracite coal, and he was afraid to undertake it with the low pressure engine

with return flue boilers. Previously to that time no *practically successful* attempt to generate the steam for an engine with anthracite coal had ever been made. As Mr. Pott learned in Philadelphia, the great obstacle had been that the anthracite speedily burned out the grate bars. He started his engine fire on the old style of grate bars, nearly square being about $1\frac{1}{2}$ inches by 2 inches in thickness and about 4 feet in length. Those bars were burned out for him in about 12 hours. Nothing daunted, he sent a pattern to Windsor Furnace, near Hamburg, and had new bars cast, and in the meantime, which was about two days, he ran the engine with wood. The new pattern was his own invention and the bars were made about $1\frac{1}{2}$ inches on the top and about 4 inches deep in the centre and 2 inches at each end, and almost identical in form with those in use at the present time. His idea in making them of this form was to create a current of cold air around them. The first set lasted about two months. When the next bars were to be cast he made what he considers an improvement, raising the top of the bar in the center and putting a bearing point in the center. The price he was to pay for his engine was \$1,800, but it cost in all when completed \$3,000. It was operated successfully for more than a year and was then stopped because all his timber near it had been sawed.

Subsequently, in 1832, George W. Snyder, now of Pottsville, but who was then employed by Rush & Muhlenberg, of Philadelphia, put up a steam engine for the purpose of driving the machinery in the machine shop of Benjamin Haywood, at Port Carbon. It had been made by Rush & Muhlenberg and had a cylinder diameter of 4 inches and 16 inches stroke. It was about 4 horse power.

In the year 1835 was formed a partnership between Benjamin Haywood and George W. Snyder, which has been of very great benefit to Pottsville, and deserves more than mere mention in any sketch of the town.

The intelligent enterprise and splendid

business courage of these two men, first as partners, and afterwards when they had taken separate paths, have given employment to hundreds of men in Pottsville, and created iron works which attract the admiration of strangers and reflect honor upon the town. In the year stated Haywood & Snyder erected the steam engine works, called the "Colliery Iron Works," to which they added a foundry in 1836. Mr. Haywood withdrew from the firm in 1850, and the business has since been continuously conducted by George W. Snyder. When these works were first established they employed about fifty men, and now when run to their full capacity two hundred employees are required.

In 1845 the Colliery Iron Works made for the large Montour Iron Works the first rolls for the manufacture of T rails ever turned within the State of Pennsylvania, and the date of the making of which was so nearly identical with that of the first production of rolls for T rails at the Mt. Savage Mill, in Maryland, that it is impossible to determine with certainty which is entitled to priority. The probability is that the Montour rolls were made before those of the Mt. Savage Works, and unquestionably one or the other of these two mills produced the first T rails manufactured in this country.

Each of the two establishments, the Montour Works and the Mt. Savage Works, sent to Congress *upon the same day*, July 4th, 1845, a T rail of their own manufacture. It is certain that the Montour Mill if not first completed, was at least vastly larger than that at Mt. Savage. It is pleasant to know that just thirty-one years ago, a Pottsville firm was helping to celebrate in so creditable a manner the anniversary of our nation's Independence.

The Palo Alto Iron Works which had been established by Lee, Bright & Co., (Richard Lee, George Bright and William Harris,) in 1855, became the property of Benjamin Haywood & Co., in 1856, and subsequently Benjamin Haywood became the sole proprietor. The value of these large mills to the community, and the extent of the benefits which Mr. Haywood's successful management of them has conferred, will be appreciated by any person

who has seen how many employees were given work when the now motionless machinery was in active operation. When first erected, Palo Alto Iron Works could boast but one heating furnace and three single puddling furnaces. They now have a capacity of 10 heating furnaces and 28 single puddling furnaces. To run both mills when in full operation, requires about 500 men and boys. When first erected, these works were capable of producing from 150 to 200 tons of railroad iron per month; at present they are capable of making 1,500 tons per month.

The indomitable energy and excellent business perceptions which have enabled Messrs. Atkins Bros. to achieve a series of victories, under circumstances which would have led most men to defeat, have given to Pottsville the present large "Pioneer Furnaces," and the extensive works of the "Pottsville Rolling Mill." Mr. William Atkins has kindly furnished me with the following description of the establishments.

(It is perhaps best to preface it with the statement, that before 1836, Thomas S. Ridgway, John Pott, Jr., and M. B. Buckley had succeeded at Pottsville in melting iron ore with anthracite coal—but they had not been able to obtain the iron separate—the cinder and iron being mixed together in a conglomerate mass.)

"To Schuylkill county belongs the honor of two very important discoveries in the process of making pig iron.

"The Valley Furnace, located near New Philadelphia, about six miles north-east of Pottsville, was built about 1808 as a charcoal furnace. In 1837 Doctor Geisenheimer made an effort to make iron, using anthracite coal for fuel and heating the blast, and it is to this invention of the hot blast that we owe all subsequent success in making anthracite iron, for without it none can be made.

"The Pioneer Furnace at Pottsville, was commenced in 1837 and was the first one built to use anthracite coal for fuel, in making iron, and it was here the first successful blast was made with anthracite.

"This furnace passed through many hands and was finally, in 1853, purchased by Atkins Brothers.

"The furnace was much improved by them immediately after its purchase, and was, in 1836, torn down and a new one erected in its stead. Since then two more have been built with a total annual capacity of 28,000 tons, giving employment to 150 men, while in 1840 but 2,000 tons per annum were produced and say 20 men employed.

"Since 1840 the pig iron production of Schuylkill county has steadily increased, the following furnaces having been built: St. Clair furnace, built about 1850; Stanhope furnace; Minersville furnace, built in 1872; and Port Carbon and Ringgold furnaces, built the same year; giving to Schuylkill county a yearly capacity of 68,000 tons of pig iron and employing 400 men.

"The Pottsville Rolling Mill was built in 1852 by John Burnish & Co. for manufacturing bar iron and small rails, it contained 3 puddle and one heating furnace, giving employment to 40 men and making 125 tons per month. In 1864 this mill was purchased by Atkins Bros., who rebuilt it in 1865; it now has 36 puddle and 8 heating furnaces, producing 2,000 tons of iron per month and giving employment to 500 men.

"The capacity of manufactured iron has, like pig iron, increased very rapidly in this county, and there are now the following mills built, Palo Alto, Port Carbon, Mount Carbon, Schuylkill Haven, Tamapa and Little Schuylkill, producing 55,000 tons per annum, employing 1,200 men."

The Orchard Iron works were founded by John L. Pott, in 1836, employing about 80 men and boys, and in run to full capacity, as since extended would require 100 employees—on some occasions as many as 140 have been employed there. The special line of work of this establishment has been, making machinery for the manufacture of iron, and from it such machinery has been sent to many parts of the United States. Some years ago the Orchard Iron Works were building at the same time machinery for iron mills in Maine and iron mills in Georgia.

Besides these establishments may be mentioned the following named: The Washington Iron Works, Pomroy & Son's Iron Works, Joseph Derr's Stove Foundry, Simon Derr's Stove Foundry, Noble & Potts' Boiler Works, Sparks' Boiler Works, George D Roseberry's Bolt and Spike Works.

In a sketch like the present it is impossible to refer to all the various churches, orders, associations and companies which have from time to time been formed in this borough. They have records which preserve their history and time forbids me to name and describe them. And because this is a sketch of the history of Pottsville as a community and not of individual citizens, it is impracticable to present biographies, however brief, of men, who as ministers, lawyers, physicians or in other vocations, have been instrumental in making Pottsville what we see her to day

It is perhaps best to note at this point the military companies and the fire companies of which Pottsville can boast.

No town within the limits of the Commonwealth possesses two military companies superior to the Gowen Guards and the Pottsville Light Infantry.

The property of our people is protected from fire by five excellent fire companies—the Humane Hose and Steam Fire Engine Company, No. 1; the Good Intent Steam Fire Engine Company, No. 1; the American Hose Company, the Phoenix Fire Company, and the Atkins' Steam Fire Company. And no place in the land throughout which this day is celebrated can point to braver or prompter firemen than are found within these organizations in Pottsville.

The Pottsville Water Company was chartered April 11th, 1834, and commenced supplying water in 1836. The first capital subscribed \$14,200, was increased from time to time, as the demands of population required, and in 1873 it had been increased to \$200,000. They have 30 miles of pipe which is from 3 inches to 12 inches in diameter, and they have a large reservoir on Eisenbuth Run, which when full will

overflow 97 acres of land, a storage sufficient to supply Pottsville for 30 years to come. They have about 1,800 private consumers, and supply the railroad company at the round house, several stations on Mill creek and Norwegian creek, besides a number of collieries, foundries and machine shops.

Though not in chronological order, may now be described the Pottsville Gas Company. It was organized in 1849, and erected the works the same year. capital stock \$60,000. The works were rebuilt and enlarged in 1856, and were again enlarged in 1874. They now have a purifying and holder capacity of about 150,000 cubic feet per 24 hours, which will be ample for many years to come. They manufacture about 12,000,000 cubic feet of gas per annum, and have about 10 miles of street mains, from 3 inches to 12 inches in diameter. They supply about \$50 consumers, and furnish gas for 143 public street lamps.

The books of the Commissioners' office show that in 1830, the year of the first assessment of the town, after it had been incorporated as a borough, the valuation of property was \$230,888, and the taxes on those books amounted \$634.07 $\frac{1}{4}$. In 1876 we find the valuation \$6,187,871, and taxes on Commissioners' book \$34,349.65.

Pottsville is justly proud of her excellent public schools. They were first opened in 1836. The first school board was elected September 19th, 1834, and on December 19th of the same year, the board made their first purchase of property for school purposes, which consisted of one pine table, five desks and ten benches, and the sum total expended was exactly five dollars. On March 4th, 1836, the board elected the first teachers, two in number. In 1838 there were 253 scholars in the schools. In 1858 the average monthly enrollment of scholars was 1,287. At present there are under the efficient management of B. F. Patterson, Esq., Superintendent, 55 public schools in this borough, with a total yearly enrollment of about 2,700 scholars, monthly enrollment of about 2,200, and daily attendance of about 2,000. The estimated value of the borough school property is \$200,000. I have not yet seen the report of the expenditures for the year just closed, but those for current expenses only, of the year ending June 1875, were

for teachers salaries \$22,775.33, other current expenses \$11,059.19; total for current expenses for year \$33,834.52. What a long and glorious tale these figures unfold! To how many children these schools have given an education, that in former years they could not possibly have obtained within childhood's days! How eloquently would Thaddeus Stephens, were he still living, dwell upon such a story on such an occasion as the present! Well may American citizens to-day thank God for the public school!

It is impossible, within the time limited for the preparation of this sketch, even to obtain an accurate list of the names of all the newspapers which have set sail from establishments in this borough. Many of them were wrecked before they had made any considerable voyage, and some may be said to have sunk as soon as they had left the dock.

In the office of the *Miners' Journal* I found the second volume of that paper, which indicates that its publication was begun late in the year 1827, and I have been told, on what seems to be good authority, that Mr. George Taylor first set it afloat. In the issue of that paper which was then known by the formidable name of *The Miners' Journal and Schuylkill Coal and Navigation Register*, Saturday, May 2d, 1829, printed and published by Benjamin Bannan, we find the following:

"TO THE PUBLIC.

"The *Miners' Journal* is transferred to Mr. Benjamin Bannan, together with the right to collect all debts due the establishment transferred to me by Mr. Bradford.

SERGEANT HALL."

And also an advertisement dated April 25th, 1829, over the signature of Benjamin Bannan, giving notice that he had purchased the newspaper.

The *Weekly Miners' Journal* has had a long and successful career. Mr. Bannan's active brain and persevering labor carried it steadily forward, while other papers were not sustained. He was always honest and always earnest, and never was more happy than when penning an article which he thought would benefit the people of this town. He has ceased from

toil, but the good resulting from his busy life has not ended and is not forgotten by his fellow-citizens.

The POTTSVILLE STANDARD came into existence in 1857. It is now ably edited by William Kennedy, Esq., and has become a well established paper with the prospect of a long life.

The *Jefferson Democrat*, which owes so much of its vitality to the pen of Mr. Schrader, is printed in German, and is still in course of successful publication. It was begun in 1855.

The *American Republican*, a weekly German paper, was first published in 1855 by Benjamin Bannan, and has long been a well established paper. It is now successfully conducted by A. E. Snyder.

The *Daily Evening Chronicle*, which is much younger than the publications I have named, has steadily prospered since it first appeared, and continues to increase in size and in the number of its patrons. It is owned and edited by Solomon Foster, Jr.

On September 1st, 1869., appeared the *Daily Miners' Journal* published by Bannan & Ramsey. It owed its existence, however, principally to the efforts of the junior member of the firm. Col. Robert H. Ramsey brought to the new paper the brave heart, intelligent energy, and patient labor which had won for him so high esteem among his fellow officers of the army of the Cumberland and the new enterprise proved a signal success. When so recently the telegraph announced to us that Col. Ramsey had been called from earth, the general and profound sorrow the news occasioned bore testimony more eloquent than words to his sterling worth. For some time past the editorial columns of the *Miners' Journal* have been conducted by H. C. Sheaffer Esq., and with wisdom and ability—and the local department under the control of Philip Lindsley, Esq., local editor, presents its readers with full, perspicuous and interesting accounts of occurrences of local importance.

In 1851 the borough of Pottsville became the county seat of Schuylkill county, which county had been formed March 1st,

1811, from parts of Berks and Northampton counties, and had received an addition—being the land forming what was then Union township—March 3d, 1818, and which addition had been taken from Luzerne and Columbia counties.

It was not without a struggle that the borough of Orwigsburg had surrendered the Court, with the judges, lawyers, jurors and witnesses who assembled in attendance. The jewel had not been relinquished without a spirited war of words. The feeling between the two rivals was about as friendly as that existing between Chicago and St. Louis to-day. But a vote of the electors of the county decided in favor of Pottsville, and the first Court was held here at December term of the year 1851.

At the present time there are in operation in this borough ten chartered banks.

The Miners' Bank, of Pottsville, was chartered February, 1828, and commenced business soon afterwards. In 1856 it was authorized to increase its capital to \$500,000. It was converted into a National Bank December 24th, 1864, with a paid up capital of \$500,000, and with the privilege of increasing it to \$1,000,000. The bank building was erected in 1830.

The Schuylkill Haven Mutual Life and Health Insurance Company, of Schuylkill Haven, was chartered the 19th of April, 1850, and in 1854 the name was changed to "The Miners' Life Insurance & Trust Company," and the location was changed to Pottsville. On May 24th, 1871, the name was again changed this time to "The Miners' Trust Company Bank, of Pottsville." The business of the institution was commenced in Pottsville in 1854, when the authorized capital was \$100,000, and the capital paid in \$25,000. The average deposits the first year amounted to \$100,000. The average deposits for the present year are from \$1,100,000 to \$1,200,000.

The Government National Bank, of Pottsville, was chartered as the Government Bank of Pottsville, under the laws of Pennsylvania, February 25th, 1863, with a capital of \$50,000. Its

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officers were elected and business commenced March 13th, 1863. The capital was increased June 27th, 1864, to \$200,000, and the institution was converted into a National Bank, under the name of the Government National Bank of Pottsville, May 15th, 1865. The capital was increased to \$500,000, April 25th 1872.

The Pottsville Life Insurance and Trust Company, was incorporated April, 1852, and was organized August, 1854, with authorized capital, \$100,000. It has capital paid in \$20,000. The name was changed to that of the "Mechanics' Safe Deposit Bank," March, 1874.

The Pennsylvania National Bank, of Pottsville, was chartered as a State Bank May 25th, 1864, under the name of The National Bank of Pennsylvania, and with an authorized and paid up capital of \$200,000. It was chartered as a National Bank, September 26th, 1896, under the name of the Pennsylvania National Bank of Pottsville. Its capital paid up is \$200,000.

The Mountain City Banking Company (a State Bank) was chartered April 8th, 1870, and commenced business immediately. It has a paid up capital of \$100,000.

The Safe Deposit Bank of Pottsville was chartered February 18th, 1870, and commenced business January 11th, 1871, with an authorized capital of \$200,000. It has a capital paid up of \$100,000.

The German Banking Company, with an authorized capital of \$100,000, commenced business March 4th, 1872.

The Merchants Exchange Bank was chartered March 28th, 1873, and commenced business May 5th, 1873, with an authorized capital of \$100,000. It has a paid up capital of \$62,000.

The Pottsville Bank was chartered 1872, and commenced business March 4th 1872, with an authorized capital of \$100,000. It has a paid up capital of \$50,000.

And what shall I say of the military record which Pottsville's sons have made? It is honorable—it is glorious. When the President called for troops to advance across the border into Mexico, among the

very first from Pennsylvania, a Pottsville company appeared. And I have alluded to the fact that men from Pottsville were among the First Defenders who were the advance guard of all the hundreds of thousands of Northern soldiers who marched to battle, "that the government of the people, by the people and for the people, should not perish from the earth." During the same war several regiments and also independent companies left this borough for the front. But the names of these men are on the records of the army, their deeds have already gone into history; and although there is not yet at Pottsville a common monument erected for those who gave life for their country; yet their names are engraved on loving hearts and the story of their brave deeds has been breathed by loving lips, and it will be long before they are forgotten. Of all these heroes living or dead I shall not assume the responsibility of mentioning to day a single name—for I cannot name each, and I will not seem to ignore any one by naming another.

The history of Pottsville is so closely interwoven with the history of the Anthracite Coal Trade that it is impossible to entirely separate one from the other. Yet it is not within the scope of a sketch of the character of this one to present a record or description of the mining and transportation of coal. The Anthracite Coal Trade has a long and interesting story connected with its beginning and its progress, and which has often been told by abler pens than mine. A few comparisons show what has been the increase in the production of the mineral for offering which as a fuel so long ago, Col. George Shoemaker, of Pottsville, was considered an impostor, by some of our Philadelphia brethren, to whom he had taken it in wagons.

The figures which I quote showing the progress of the trade are taken from the table of P. W. Sheaffer, Esq., whose ingenious coal monument presents so clearly the vast and varying expansion and the occasional contraction of the production

of the different regions. In 1822 we find Schuylkill represented by 1,480 tons. In 1826 the year after the canal had been opened by 16,767 tons. In 1874 by 5,642,130. I have not been able to procure in time to present it a statement of the production for last year.

Let us now contrast the past with the present and learn of Pottsville's progress by comparison.

In 1835 the production of a *first class* colliery was about 10,000 tons per annum. In 1875, a first-class colliery had produced at least 150,000 tons in a single year.

Relying upon the correctness of the theory long adopted by geologists and many practical coal operators, Alfred Lawton concluded to try the experiment of sinking a shaft down to the Mammoth vein, and in 1845 began what is now known as the St. Clair shaft. He however failed to complete what he had contemplated, although by a boring he had reached the Primrose vein at a depth of 122 feet. The work was abandoned until 1851, when E. W. McGinness brought his energy to bear upon it. Mr. McGinness continued the shaft down to the Mammoth vein, thus accomplishing the feat which has made his name so well known wherever the history of this region has been studied. The Mammoth vein was reached at the depth of 438 feet.

A deep boring was made in Crow Hollow, on the land of the North American Coal Company. It was located and directed by P. W. Sheaffer, and was commenced in 1852 and finished in 1853. The Mammoth vein was reached at the depth of 385 feet.

The next shaft in the vicinity of Pottsville, sunk to the Mammoth vein, was that of the Hickory Coal Company, located in September, 1864, by Messrs. P. W. & Walter S. Sheaffer (civil and mining engineers) at Wadesville, on the East Norwegian creek, and which was about half a mile north of the point where the present deep shaft of the Philadelphia & Reading Coal and Iron Company has since been located by Gen. Henry Pleasants. The location

of the Wadesville shaft was a difficult work of engineering which was scientifically and successfully performed. The engineers' estimate of the depth at which the Mammoth vein would be cut was 607 feet, and the depth at which it actually was cut was 619½ feet.

Shortly afterwards George W. Snyder sunk the Pine Forest shaft down to the Mammoth vein, on land which had been previously worked by Milns, Haywood & Co.

The largest establishment for mining and preparing coal yet attempted in this county, is the Pottsville Collieries; where the deepest coalshaft in America is, from which coal is now hoisted vertically, 1,584 feet, and which is an enduring evidence of the enterprising management of Franklin B. Gowen, Esq., (for several years a citizen of Pottsville) President and of the scientific knowledge and practical skill of Gen. Henry Pleasants, of Pottsville, Chief Engineer, of the Philadelphia and Reading Coal and Iron Company. The Pottsville Collieries, which have two hoisting shafts, but which will be worked practically as one colliery, can, when they reach their full productive capacity, which will be in two or three years, easily prepare 2,000 tons of coal per day, which, assuming 250 working days for the year, will make a product of 500,000 tons.

As early as 1810, John Coleman ran stages once a week from Reading to Sunbury, and back carrying the mail.

The *Mines' Journal* of June 27th, 1829, says: "A daily mail commenced running between this place and Philadelphia, on Wednesday 1st. This is a very desirable and happy arrangement, as the intercourse carried on and the business transacted between the two places has become so great, that it is of the most vital importance that a daily communication should be kept up between the citizens of both places.

We have been informed by a citizen of this place, that four years ago he left the city of Philadelphia, for the purpose of going to Pottsville, and when he ar-

rived at Reading, he ascertained that the mail stage passed through Pottsville only once a week, and he was compelled either to procure private conveyance or lie at Reading several days. Now we have a daily mail conveyed in a large stage, which is not sufficient to carry all the passengers, as the proprietor was compelled to run three additional stages on Wednesday, which were all crowded. We wish no better proof than the above to show the prosperity of our borough."

In the year 1830, three lines of stages were competing for the patronage of the passengers between this place and Philadelphia, the Coleman line, the Reside line, and another line which had poorer horses, and was called the "Clover" line. Three stages left Pottsville for Philadelphia every day, arriving at Philadelphia in about eighteen hours. For some time the hour for leaving Pottsville was 2 A. M., and Philadelphia was reached at about 8 P. M.

The *Miners' Journal* of May 2d, 1829, informs us, that "the bill entitled 'An Act to incorporate the Mount Carbon Railroad Company,'" has passed the Legislature, and according to an advertisement in this week's paper, books will be opened simultaneously in the city of Philadelphia, Reading and Pottsville, on the 16th inst." And from other sources we learn that the Mill Creek Railroad was built to the canal landings, at Port Carbon, in 1829.

The Mine Hill Railroad was built to the canal landing in Schuylkill Haven in 1831.

The Valley Railroad was built to the canal landing at Port Carbon in 1830.

The Mount Carbon road extended from Mount Carbon to Mount Laffee and also to Wadesville. It must not be imagined however, that these roads were enlivened by the swift passing trains of to-day. Even when locomotives were first brought into use, some careful directors in obtaining powers, in charter supplements, authorizing the use of locomotives, reserved the right to return to horse power should the engines prove unprofitable.

Before me lies a printed notice dated "Collectors' office, January 2nd, 1854," and signed "M. Bright, superintendent and collector," which prohibits, under penalty, the running of cars on the Mount Carbon Railroad at a less speed than three miles or at a greater speed than four miles per hour.

Previous to the last named date, the Philadelphia and Reading Railroad had been completed to Mount Carbon. That road did not extend up to Pottsville, and its first passenger depot at Pottsville was not erected until 1851. The first ground had been broken in 1835 and the first through passenger train passed over the road, from Mount Carbon to Philadelphia, January 1st, 1842, making the trip of 92 miles in about 8 hours. The first regular schedule time, for traveling the same distance, was for passenger trains about 5½ hours. Locomotive engines then were running at what seemed wonderful speed, but how slow they seem when compared with the train which carries us in 1876 to the Centennial Exposition in 2½ hours.

In 1835, an engine was put up at the Spohn Colliery, worked by Dr Gideon G. Palmer and George Spencer, near Centreville, a short distance north of Pottsville. The Spohn colliery was then the principal one of the region, and was one of the first considerable collieries working below water level. The engine was put up by Haywood and Snyder, the castings having been made by Levi Morris & Co., of Philadelphia. It was used for hoisting coal and pumping the water. The cylinder was 10 inches in diameter and 4 feet stroke, and the engine was twenty horse power. The pump was 6 inches in diameter and 4 feet stroke. In the same year, Haywood and Snyder built the first steam engine ever built in Schuylkill county. It was made for the North American Coal Co., for hoisting coal and pumping water, and was thirty horse power. It had 12 inches cylinder diameter and 4 feet stroke.

At the Colliery Iron Works, has been manufactured some very heavy machinery

a comparison between which and the engine and pump just described will aid to demonstrate the advance Pottsville has made in her large shops. For example may be mentioned the pair of engines made for the inclined plane on the railroad at Mahanoy Plane, which are 32 inches cylinder diameter and 7 feet stroke, and are now working at the rate of 500 horse power, and have raised a million and a half tons of coal annually from the Mahanoy Valley to the top of Broad Mountain—three pairs of vertical engines 36 inches cylinder diameter and 4 feet stroke, a pair for each of the three planes respectively 5,000 feet, 3,700 feet, and 3,000 feet long. These engines, last described, are working at Solomon's Gap, Wilkes-Barre, and were made for the Lehigh and Susquehanna Coal Co. They develop 900 horse power at each plane and hoist coal cars by endless steel wire ropes driven by drums 20 feet in diameter. The same works are now manufacturing for the Pottsville Collieries, of the Philadelphia & Reading Coal & Iron Company, for hoisting coal, a pair of engines to work together, 45 inches cylinder diameter and 5 feet stroke, with conical spiral grooved drums, cast iron, cast in one piece, weighing each 24,000 pounds. The drums are 20 feet 8½ inches large diameter, and 12 feet 9 inches at small diameter; to hold 1,700 feet of 1½ inch steel wire rope. In contrast with the colliery pump of 1835 with 6 inch cylinder and 4 feet stroke may be mentioned a pair of Bull pumping engines acting in conjunction—made for the Tunnel Colliery at Ashland. They are 80 inches, cylinder diameter and 10 feet stroke; to work 6 pumps 24 inches in diameter and 10 feet stroke. In three lifts they could elevate 3,000,000 gallons of water 900 feet perpendicularly each day.

As we tread the mazes of the Centennial Exposition, we see that the powerful Corliss engines, which furnish the motive power for the machinery in Machinery Hall, are looked upon by the crowd with interest and wonder, which really

do not seem to be excited, in equal degree, by the rarest and most extraordinary exhibit. The people gather around them and stare at the massive forms in a manner which must make the great Krupp cannon feel quite jealous. The more knowing of the crowd inquire the power of the engines, and upon being told that they are developing 1,400 horse power, declaim to the less enlightened upon the wonderful might. But, after all can be said about the Corliss engines and they are indeed a splendid piece of machinery, still the engines which I have described as being built at Pottsville, for the Pottsville Colliery, are, under the same circumstances, at least one-fourth more powerful than the Corliss engines. The Corliss engines are 40 inches cylinder diameter and 10 feet stroke, and running at 30 revolutions per minute and said to develop 1,400 horse power. The Pottsville Colliery engines are 45 inches cylinder diameter, 5 feet stroke, running 60 revolutions per minute (making the piston speed the same in both cases) while the relative areas of steam cylinders are as 12 to 15; and the Pottsville Colliery engines develop *actually* about 1,800 horse power collectively; but are capable of developing about three times as much if required, say 5,000 horse power.

In Day's "Historical Collections" of Pennsylvania, published in 1843, is an article in which the writer, after calling attention to the magnitude of the coal trade in Schuylkill county, states that there were then 31 steam engines in this county, including colliery engines, amounting to upwards of 1,000 horse power, also that previous to 1841 the horse power was only 350, but that during the succeeding two years, 370 horse power had been added, making in the aggregate 720 horse power engaged in collieries in 1843.

Then as we, the American people, celebrate this day—having looked upon the grand display at the Centennial Exposition, having seen all of the useful and the beautiful the world has to show us, and

having learned that American progress is unequalled in other lands—and that our young nation surpasses all others—should we not try to learn the secret of our century's prosperity? And as we see the products of far off countries, where the Christian religion and man's arbitrary power both are felt; and of those still darker places where pagan hands with unremitting toil, and wonderful patience, struggle to accomplish good for themselves; may we not conclude—that without the light of Christianity a nation cannot achieve great triumphs, even in works which seem least affected by religion, and that even when God grants the highest good to a Christian nation, he does so through the agency of a free and equal government.



